

BookletChartTM

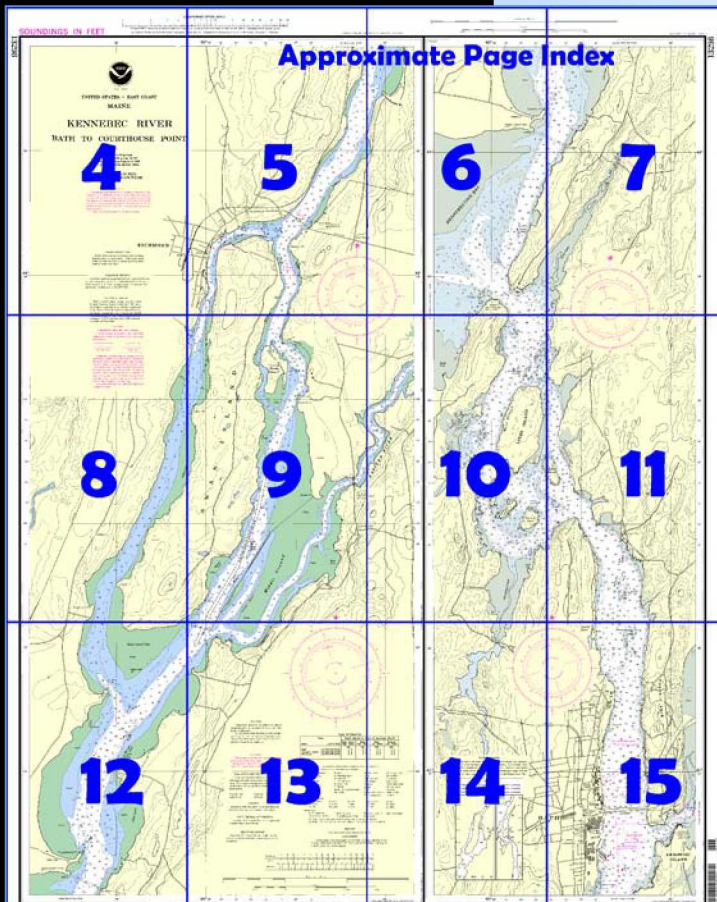
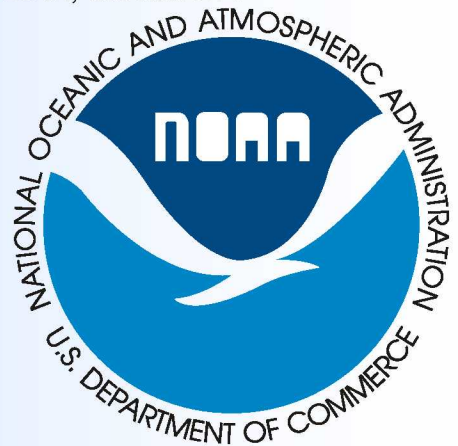
Kennebec River - Bath to Courthouse Point

(NOAA Chart 13298)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

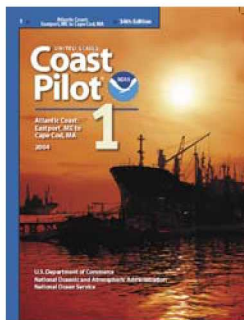
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 8 excerpts]

(302) With the aid of the charts, small craft should have no trouble reaching Augusta, the head of navigation on the Kennebec River.

The channel above Bath is reported to be subject to considerable changes annually caused by freshets.

(389) About 1 mile above the bridge at Bath, Kennebec River is divided into two channels by an extensive area of rocks awash and covered ledges in midriver; the principal hazards on it are **Winslow Rocks** and **Stetson**

Rocks, parts of which are awash at low water. Obstruction buoys mark the northern and southern ends of the area, and the eastern side is marked by channel buoys.

(390) The main or eastern channel is deep and favors the eastern bank of the river. The western channel is not marked and is used only by small craft. Ledges south of **Days Ferry**, on the east bank of the river, north of

Stetson Rocks, are marked by a buoy. The channel past **Thorne Head** is deep and clear.

(391) Two miles above Bath, Kennebec River divides into three channels. The eastern, or **Burnt Jacket Channel**, is the most direct and has a depth of 14 feet. It is unmarked and extremely foul and difficult at its northern end, and is used mostly by small craft. Local knowledge is necessary to navigate it safely.

(392) The main channel or **West Branch**, the widest, has a depth of about 22 feet, and is partly buoyed, clear, and easily followed by aid of the chart. **Thorne Island Ledge**, covered 4 feet and marked by a buoy near its southeast edge, **Thorne Island**, and **Lines Island** are all on the northeast side of the channel, and **Woods Island**, **Crawford Island**, and **Ram Island** are on the southwest. A ledge making out from the northeast side of Woods Island is buoyed. A rock bare at low water is 50 yards off the west side of Lines Island, and a rock awash is off the southwestern end of the island. Near the northern end of the channel, **Grace Rock**, covered 2 feet, is marked on its west side by a buoy.

(393) The third channel trends to the southwestward between Woods, Crawford, and Ram Islands, and the mainland. It is unmarked, foul, and little used.

(405) **Abagadasset Point** (44°00.3'N., 69°49.4'W.), on the west bank of the river about 1.6 miles above the Chops, should be given a wide berth to avoid the shoals extending from it to the northward. A buoy marks the northeastern extremity of the shoals.

(407) **Swan Island**, about 1.8 miles above Abagadasset Point, divides Kennebec River into two channels. The main channel, east of the island, is marked by buoys and by a daybeacon on **Beef Rock**. The channel leading westward of the island is not maintained and is only partially marked by private buoys. A rock covered 4 feet is reported at the entrance in about 44°01.7'N., 69°49.1'W. East of the main channel, a riprap training wall extends from off **Carney Point** to **Green Point**.

(411) In 1970, the river was reported navigable to Dresden Mills with a draft of 4 feet, and above that by small outboard craft for several miles through beautiful woodland. There are several private landings on the river, but no facilities.

(412) **Richmond**, westward of Swan Island, is a town on the west bank of Kennebec River 23 miles above the entrance. There are several landings at the town. The town float landing, at the mill with a conspicuous red brick stack, has 16 feet alongside. There are no facilities at the landing, but gasoline, diesel fuel, water, provisions, and some marine supplies can be obtained in town.

(416) **Hathorn Rock**, covered 8 feet about 1.7 miles north of Courthouse Point, is marked on the east side by a buoy. A rocky area is reported on the west side of the river, about 0.5 mile northward of Hathorn Rock.

(418) **Gardiner**, about 3.5 miles above South Gardiner, is a town on the west side of the river 33.5 miles above the entrance. The town wharf and float landing has 12 feet alongside, but no facilities. A public parking lot is on the wharf. The old coal wharf just upstream has 15 feet reported alongside, but is seldom used.

(419) **Randolph**, a village on the east side of the river opposite Gardiner, has a wharf with 12 feet alongside and oil connections, but is seldom used. Kennebec Boating Association has a float landing and ramp at the wharf. Ice and provisions are available. A hardware store adjoins the landing, and restaurants are in the vicinity.

(421) The controlling depth from the bridge at Gardiner to Augusta was 5½ feet in 1963. Seasonal buoys mark the river channel from Gardiner to Augusta.

(424) At **Browns Island**, about 1.5 miles above Gardiner, the river is crossed by two sets of power cables that have clearances of 140 feet. Log booms extend southwestward and northwestward from the island. They are unmarked and are used to catch drifting pulp logs which are washed over the dams above Augusta by spring floods and freshets. A shoal with a least depth of 3 feet makes out to the north and northwestward of the island.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:15,000 at Lat. 44°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Dresden, ME	WXM-60	162.475 MHz
Portland, ME	KDO-95	162.55 MHz

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.267' northward and 1.826' eastward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION					
Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean High Water	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet	feet
Bath	6.9	6.6	0.2	-3.5	
Sturgeon Island	5.8	5.5	0.2	-3.5	
Richmond	5.8	5.5	0.2	-3.5	

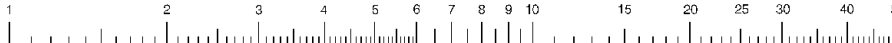
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ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)			
Aids to Navigation (lights are white unless otherwise indicated):			
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow
Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
Miscellaneous:			
AUTH authorized	Obstm obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

13298

SOUNDINGS IN FEET

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



UNITED STATES - EAST COAST

MAINE

KENNEBEC RIVER BATH TO COURTHOUSE POINT

Mercator Projection
Scale 1:15,000 at Lat. 44°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE A

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Refer to charted regulation section numbers.

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HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.267" northward and 1.826' eastward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Joins page 8

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

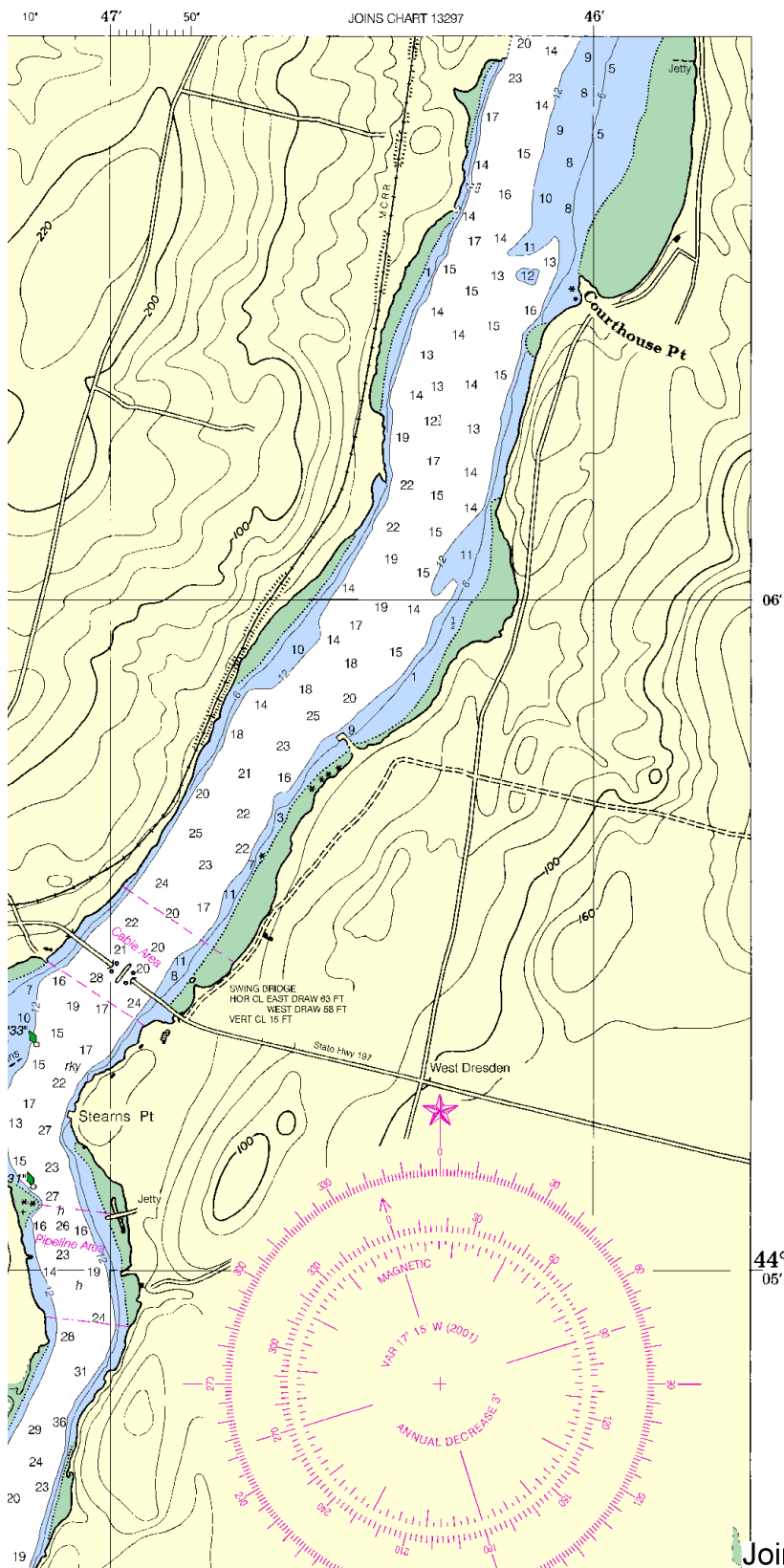


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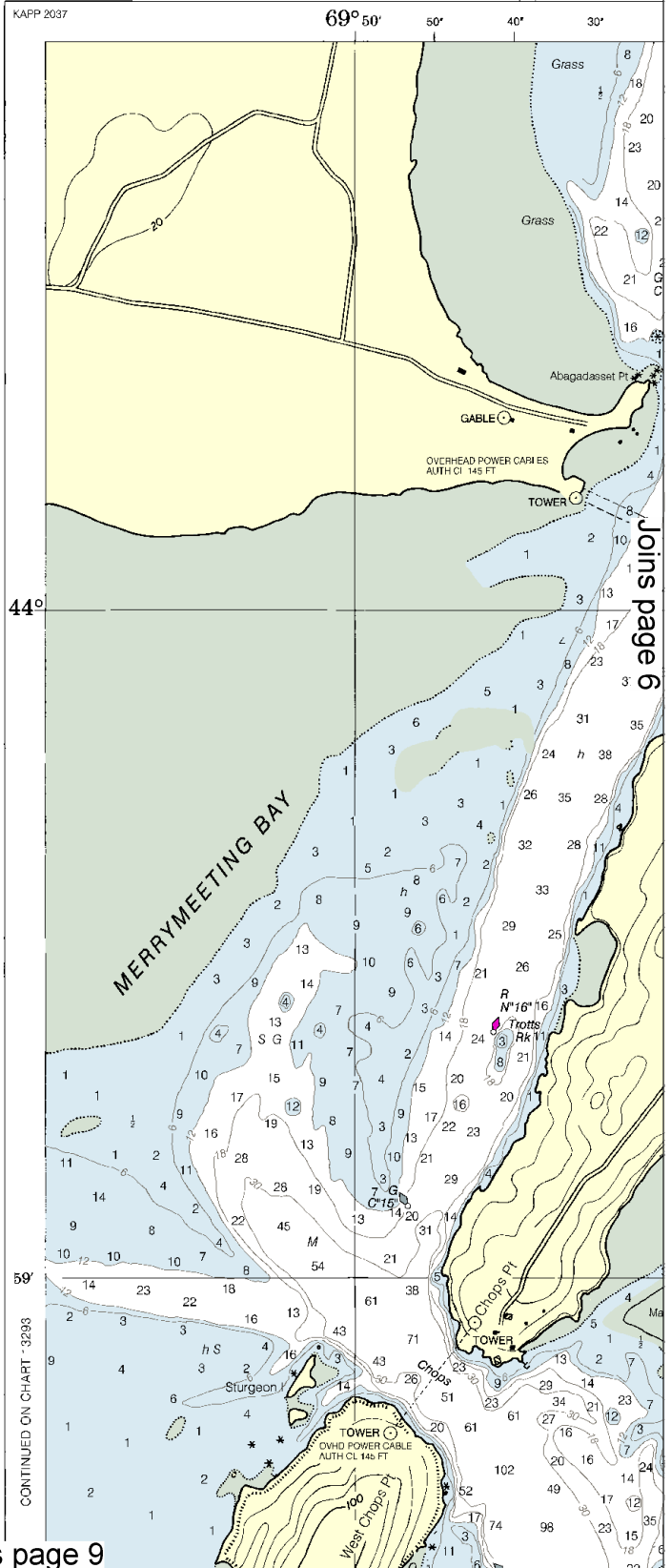
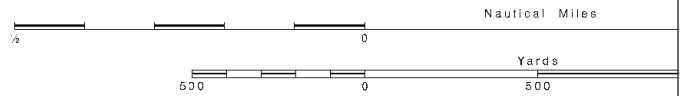




Formerly C&GS 283, 1st Combined Ed., Sept. 1954 KAPP 2036

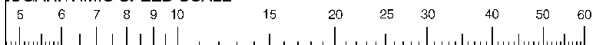


Joins page 9



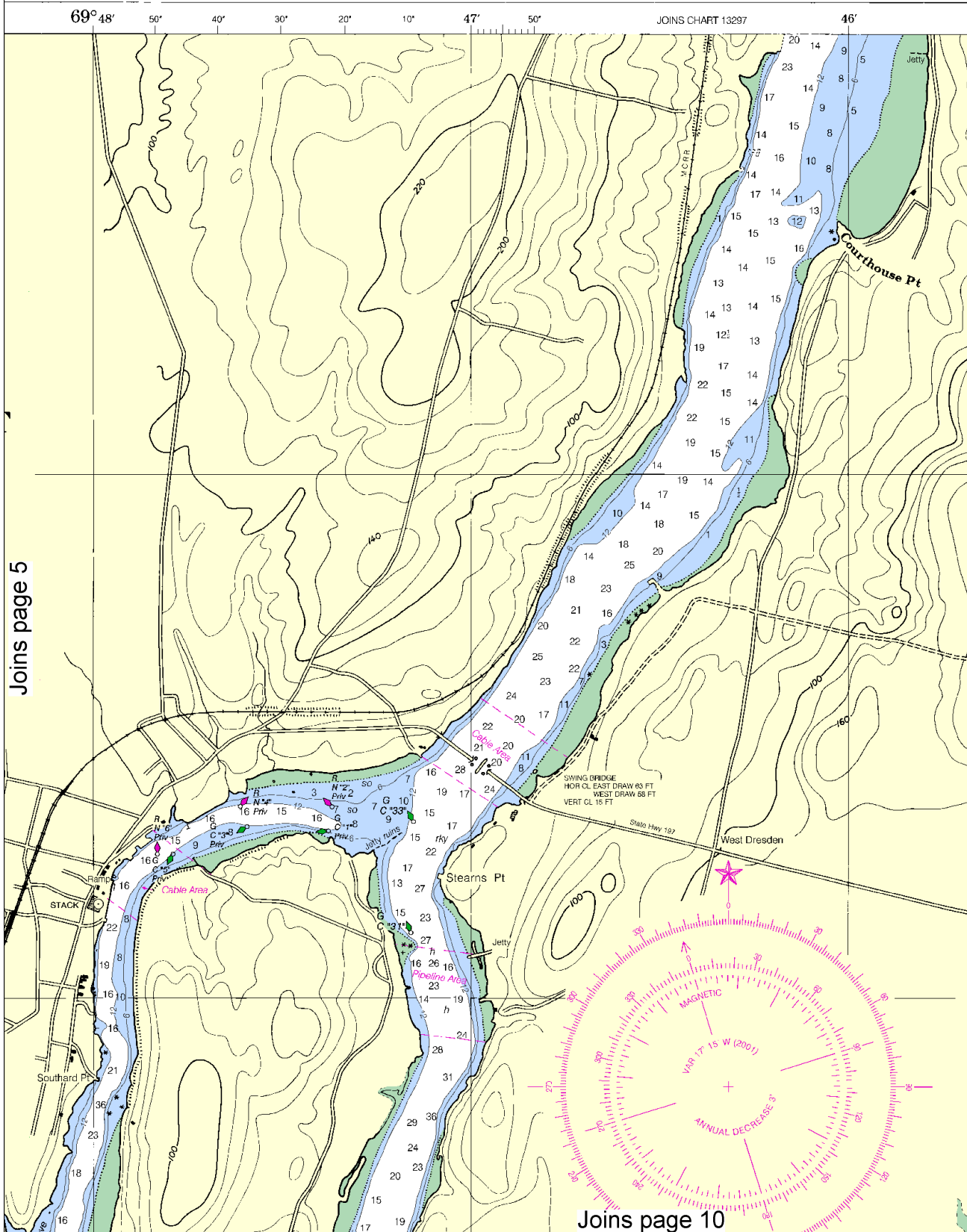
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

LOGARITHMIC SPEED SCALE



Once run (in any unit) and the other on minutes run. Without changing divider spread, place in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Formerly C&GS 288, 1st Combined Ed., Sept. 1954 KAPP 2036



Joins page 5

Joins page 10

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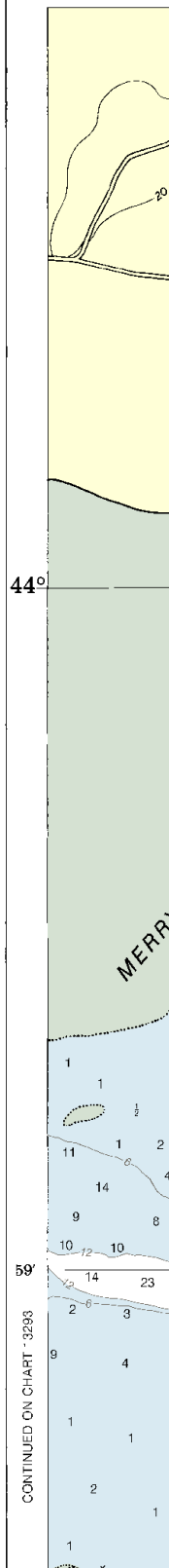
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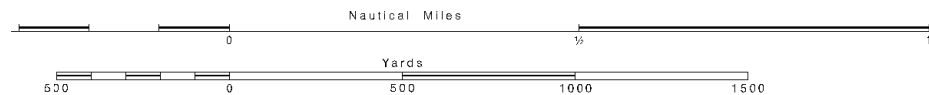
SCALE 1:15,000
Nautical Miles

See Note on page 5.

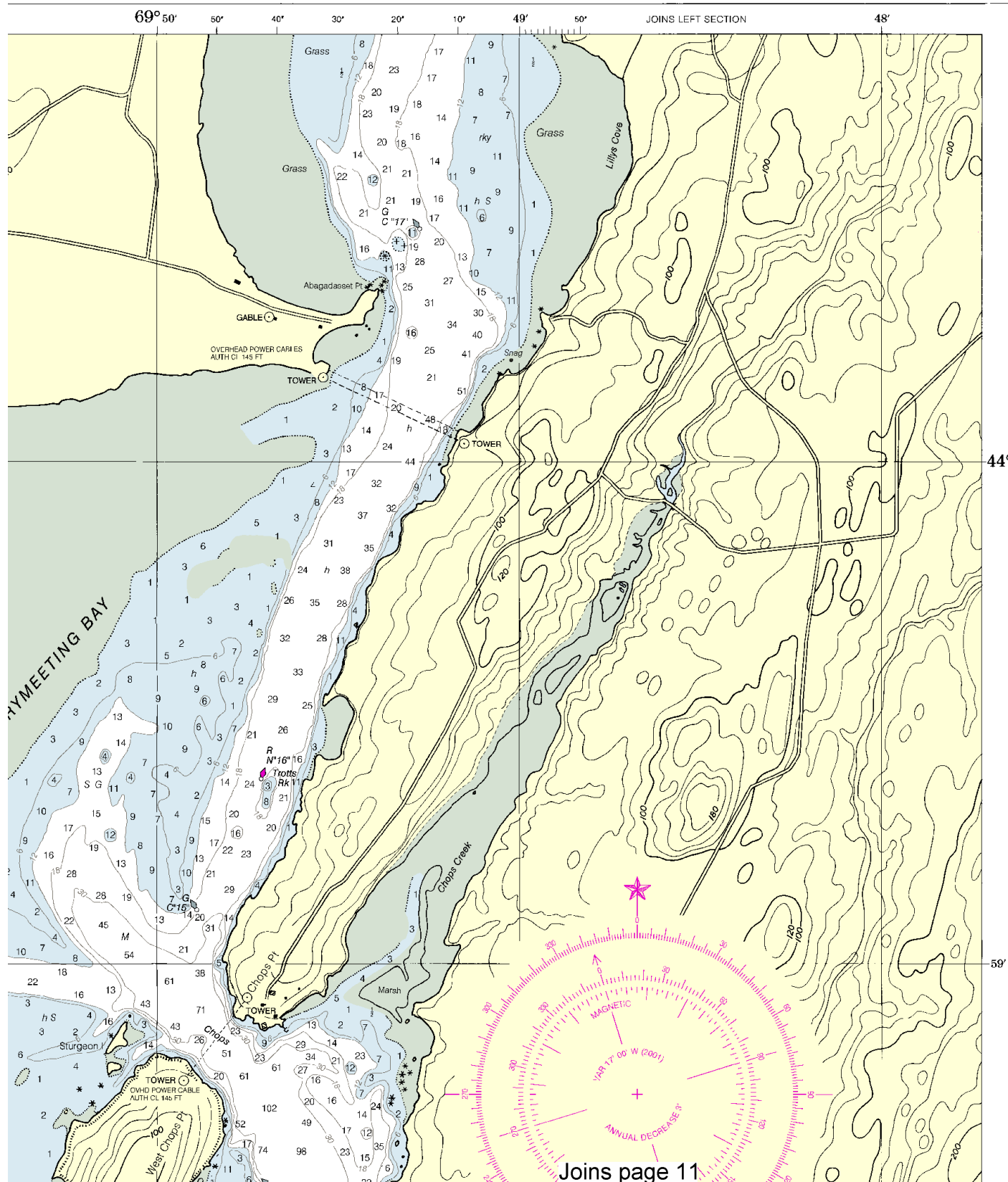


KAPP 2037





Nautical Chart Catalog No. 1, Panel F



13298

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,


NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

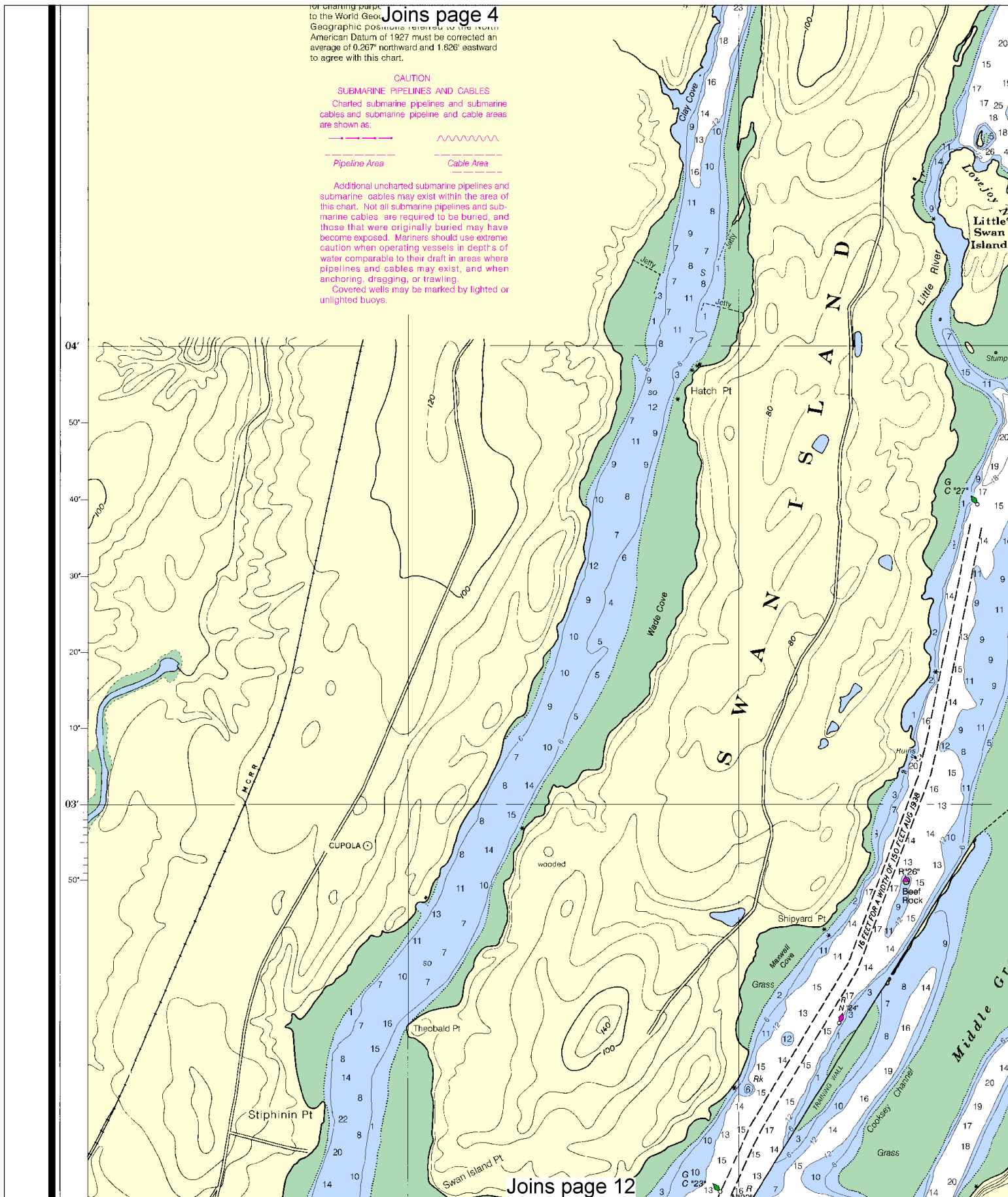


for charting purposes to the World Geodetic System 1984. Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.267' northward and 1.826' eastward to agree with this chart.

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 Pipeline Area
 Cable Area

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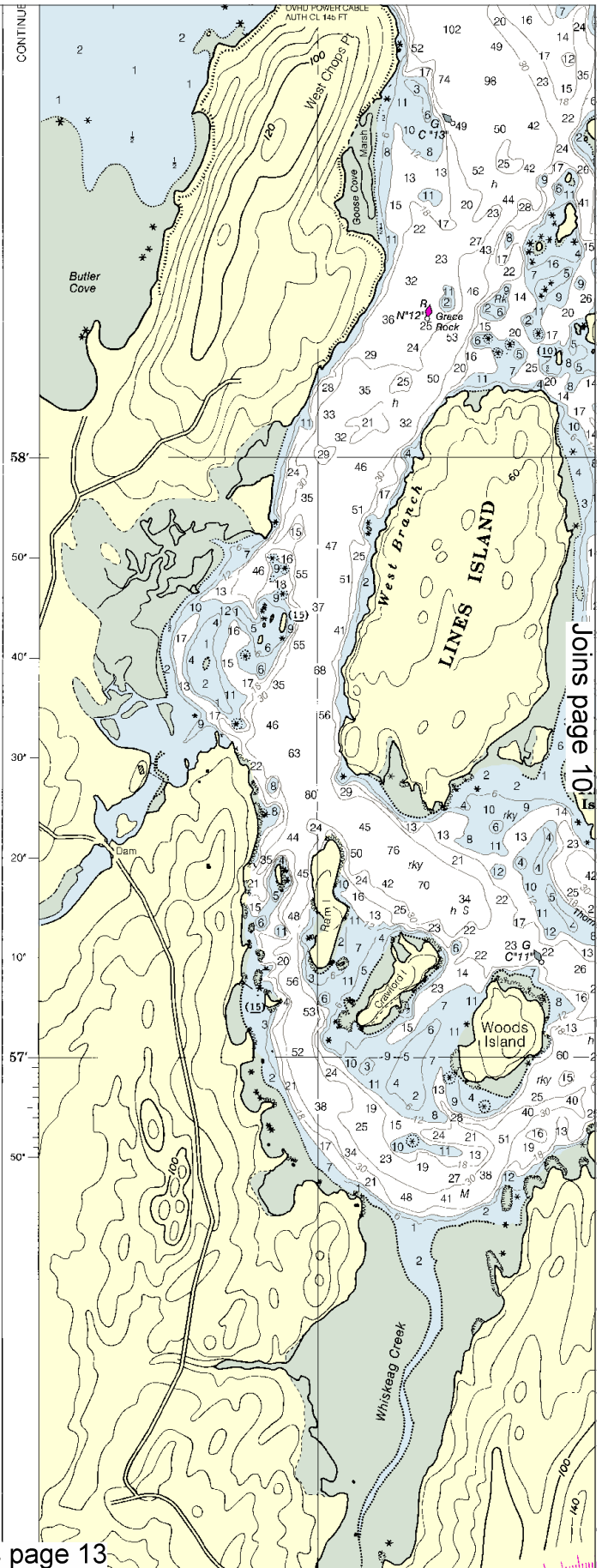
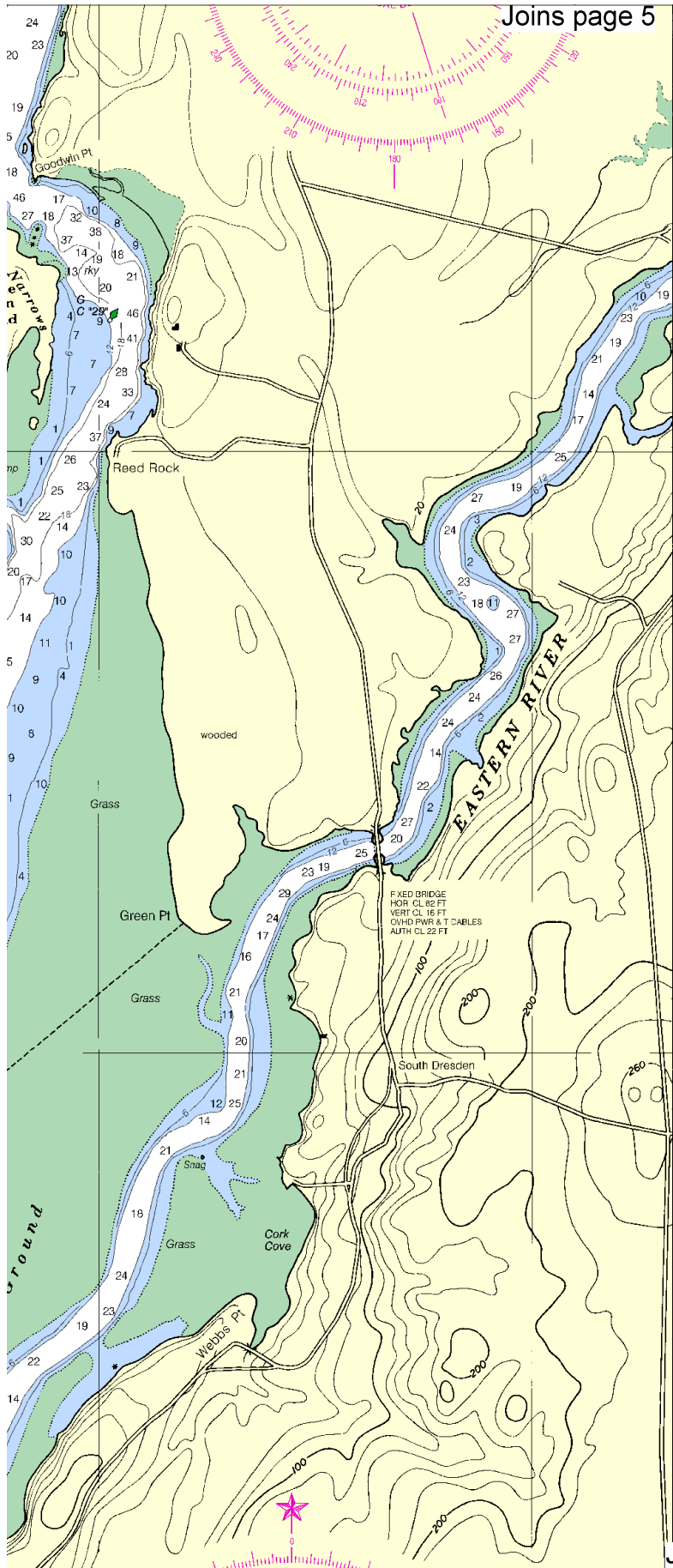
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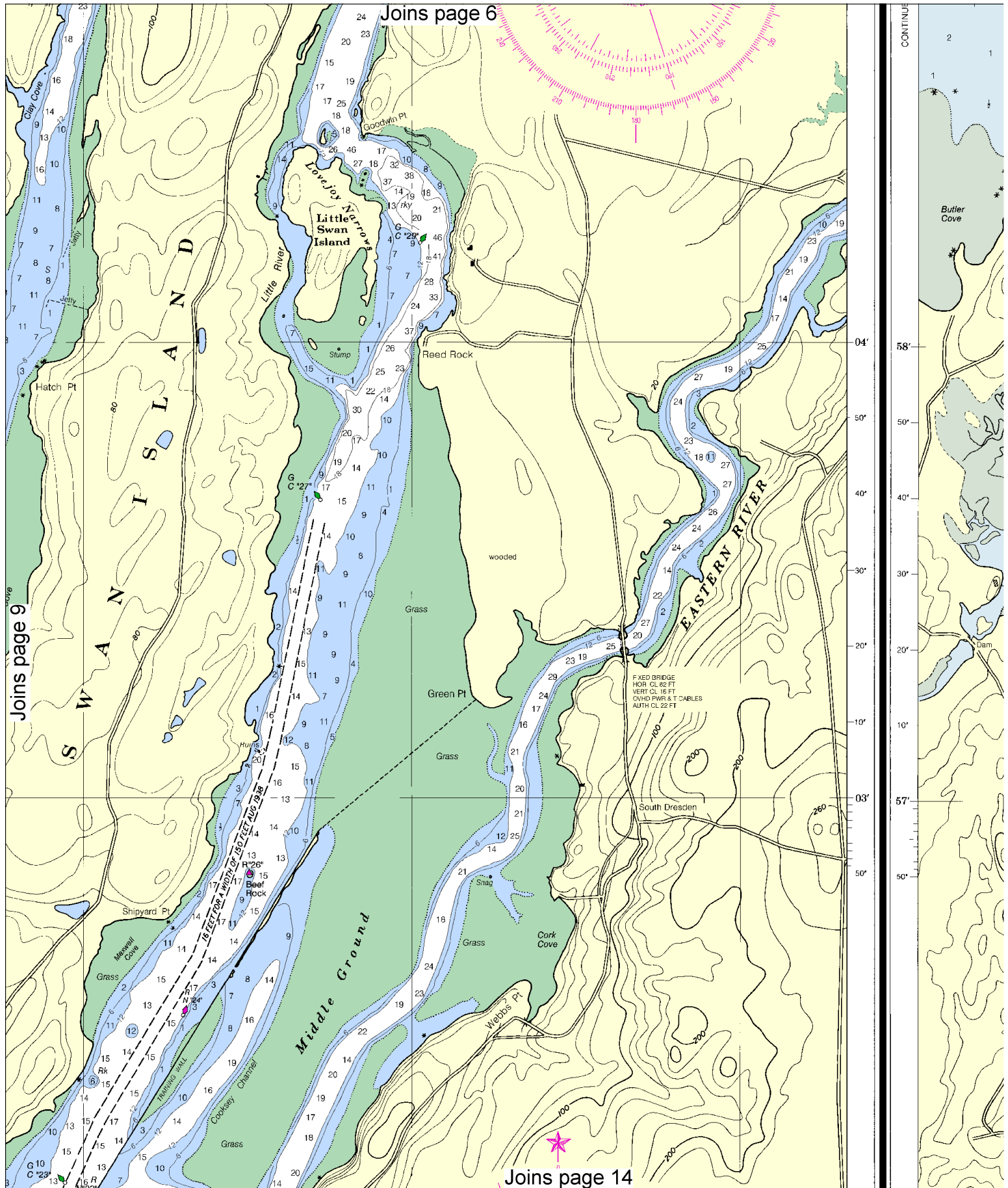
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 Nautical Miles

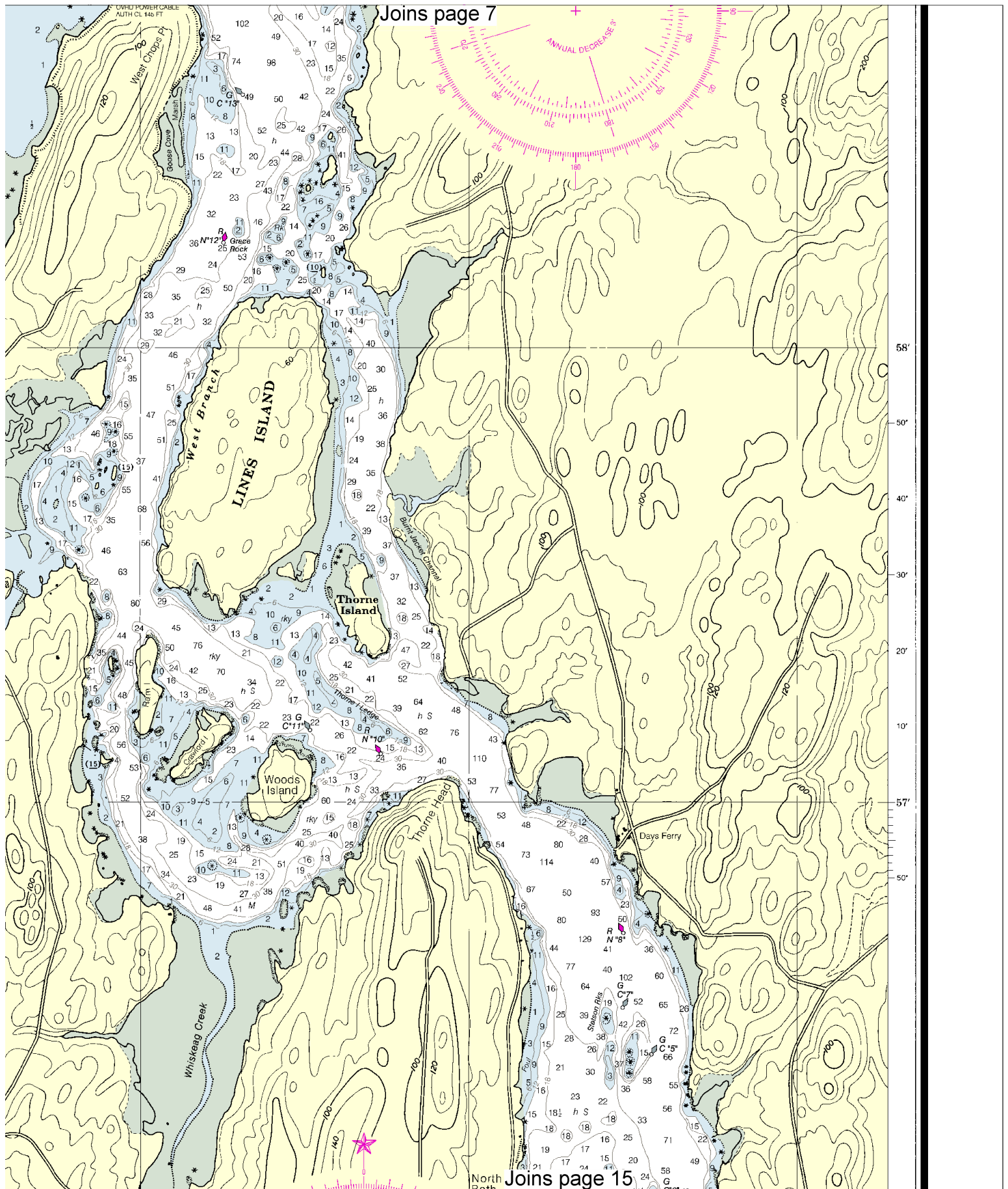
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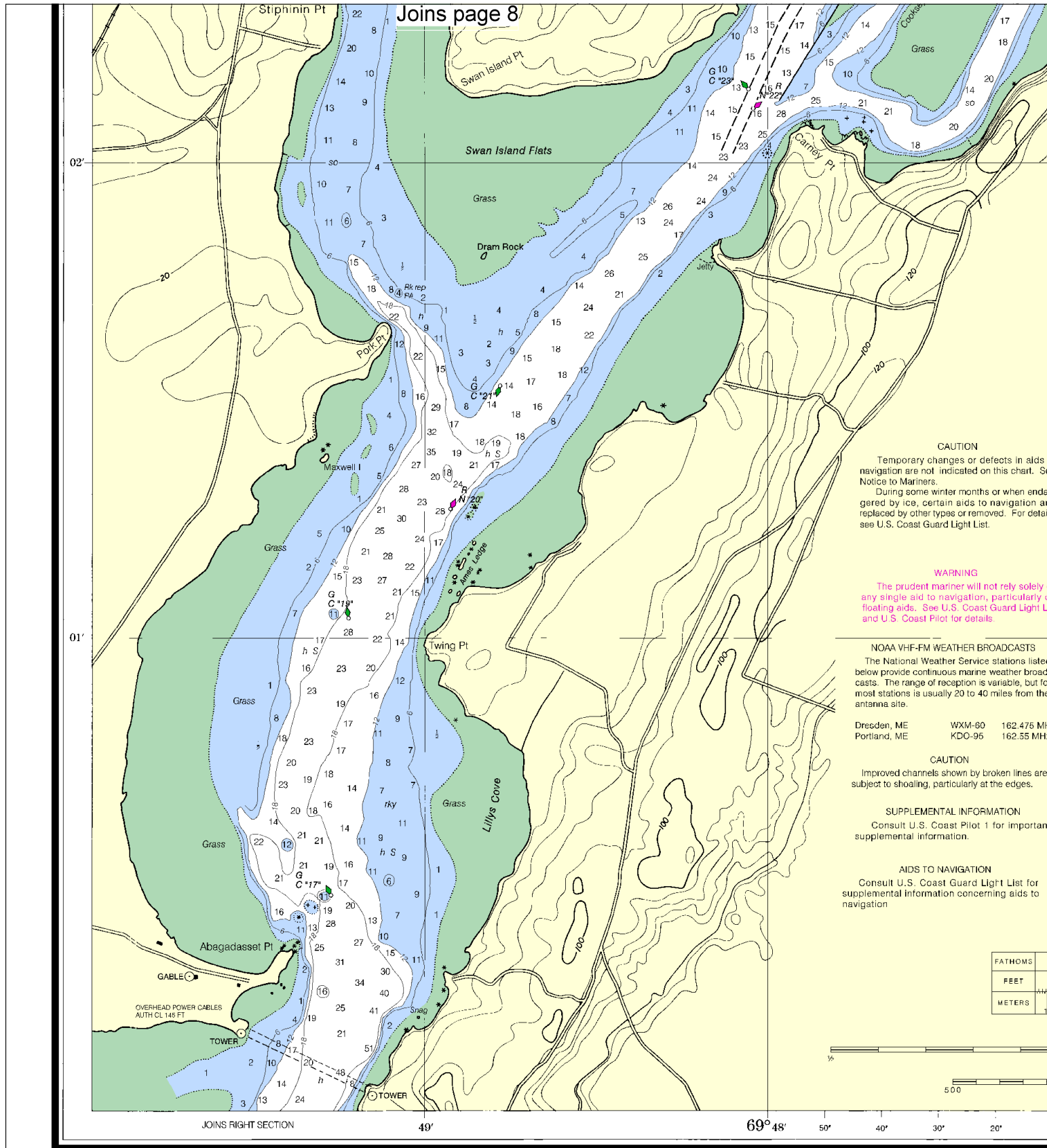


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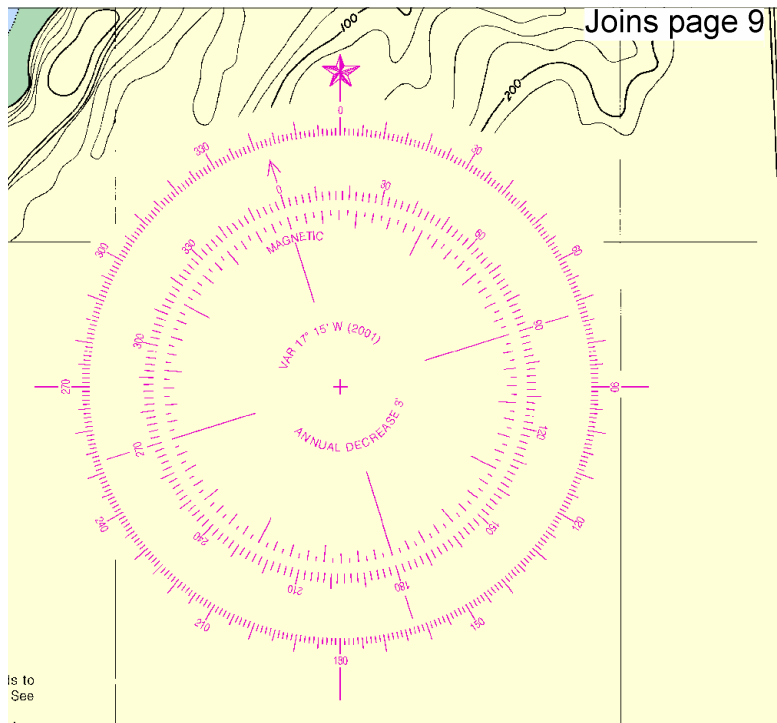


Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Bath	(43°55'N/69°49'W)	6.9	6.6	0.2	-3.5
Sturgeon Island	(43°59'N/69°50'W)	5.8	5.5	0.2	-3.5
Richmond	(44°05'N/69°48'W)	5.8	5.5	0.2	-3.5

(401)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA dieophone	m minutes	Q quick	VO very quick
F fixed	MICRO IR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

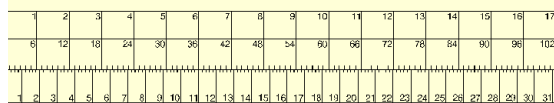
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

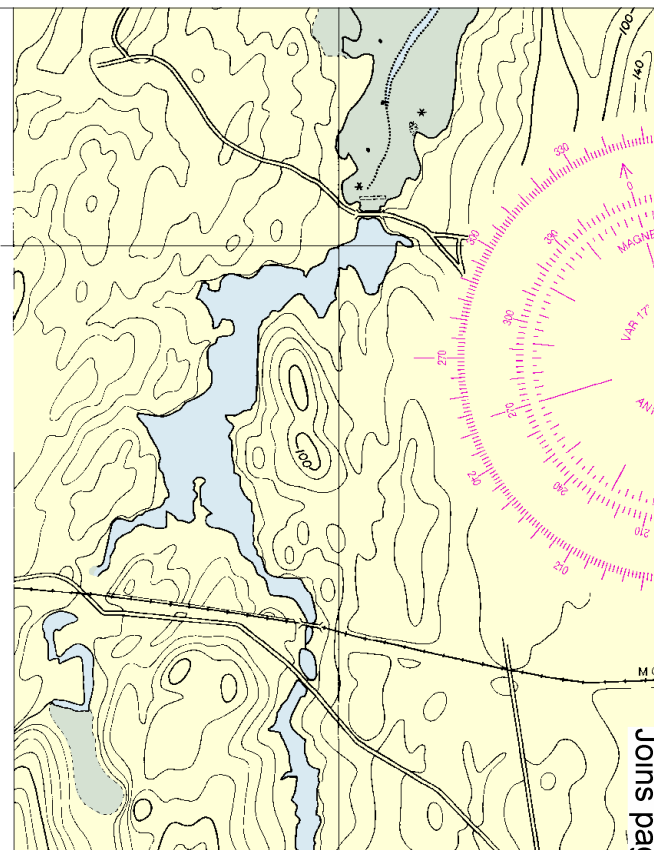
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



Nautical Miles

Yards

(Inner neckline 84.45cm N.S. x 38.32cm E.W.)

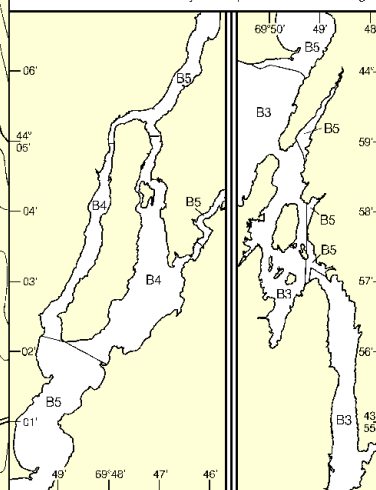


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage

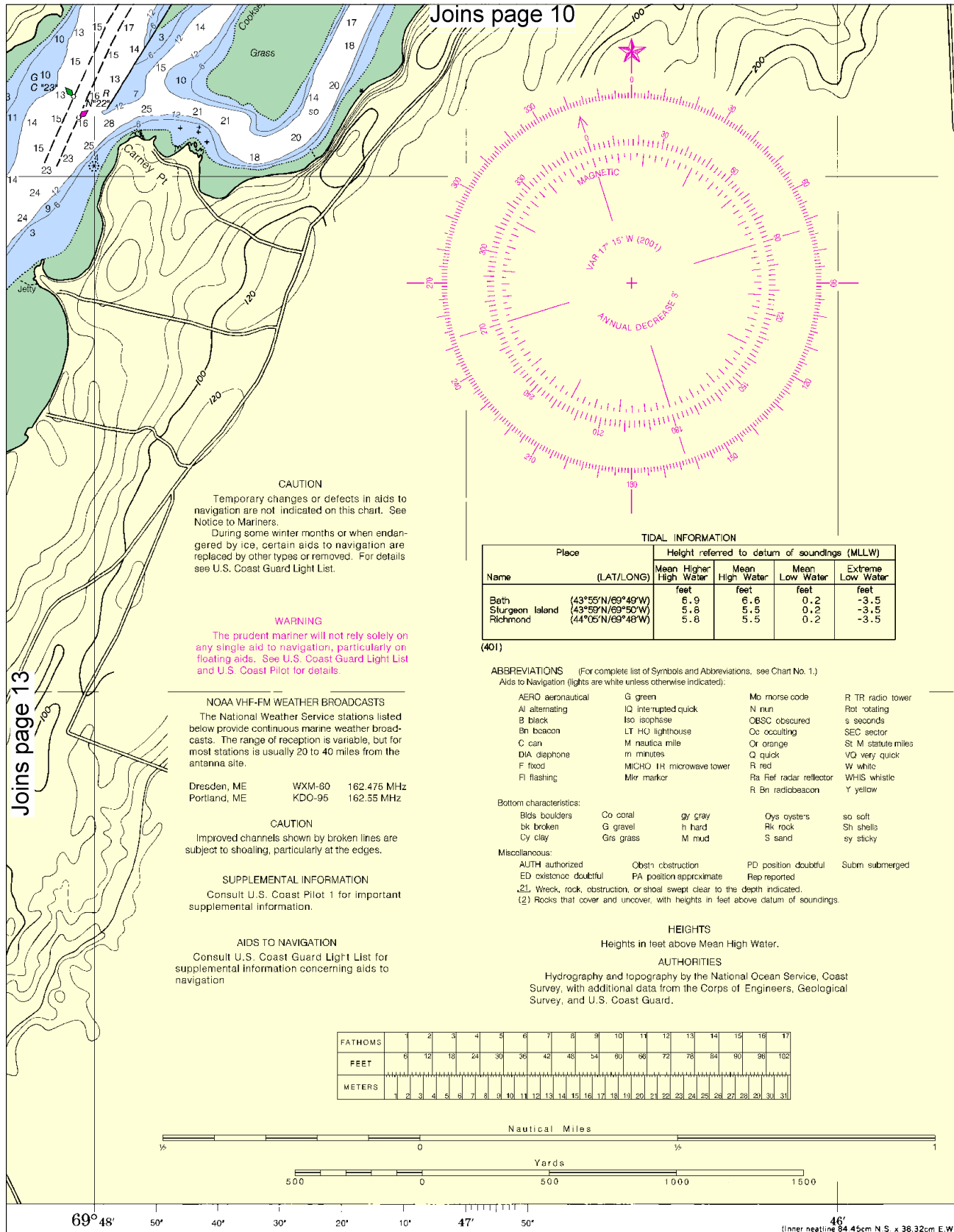


SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10

Joins page 13



01'

43° 55'

The or survey bands by the no: sh

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOL

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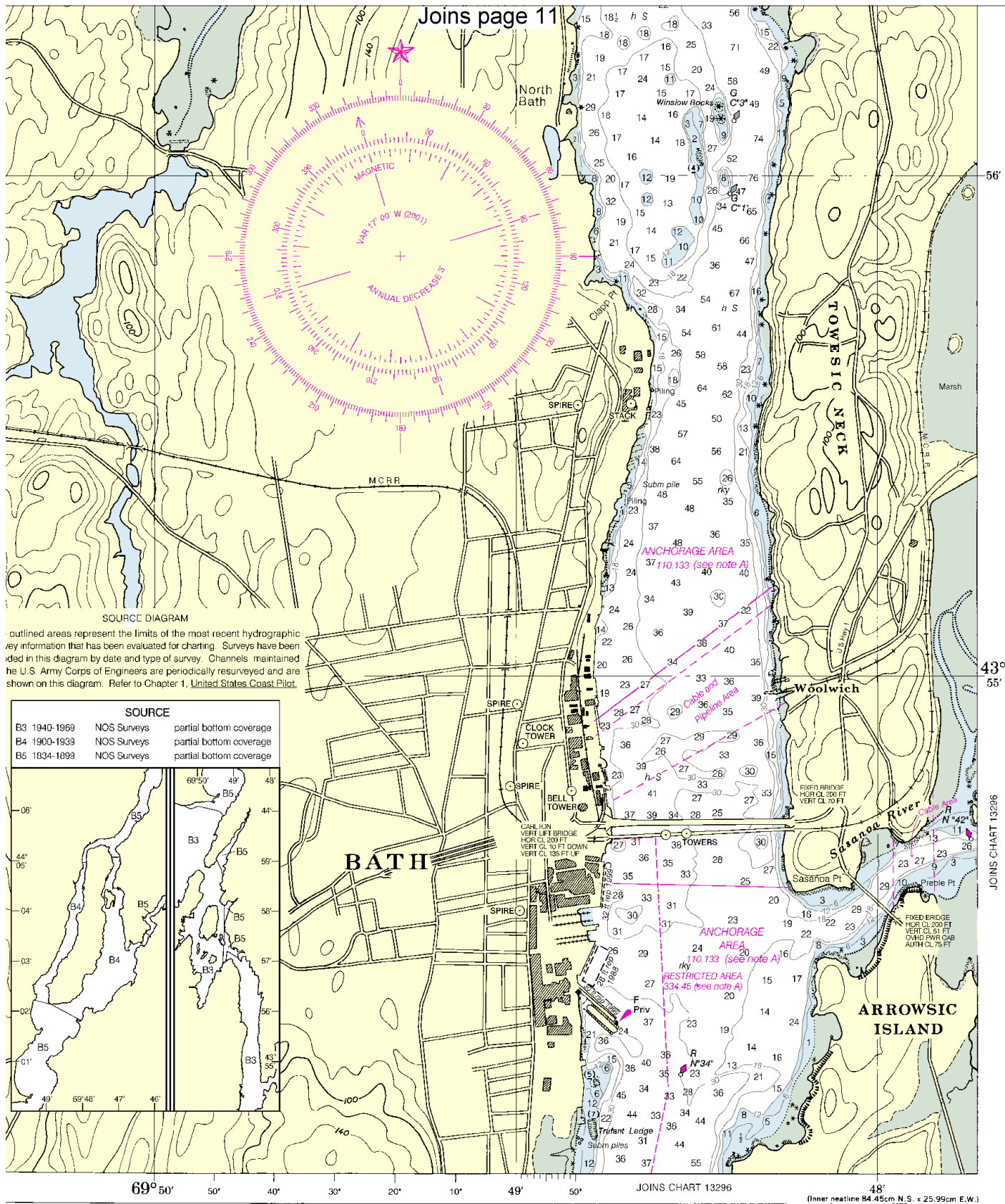


Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





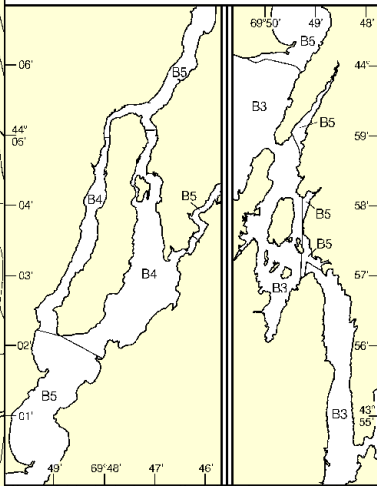
Joins page 11

SOURCE DIAGRAM

outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been identified in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1933	NOS Surveys	partial bottom coverage
B5 1934-1999	NOS Surveys	partial bottom coverage



JOINS CHART 13296

ED NO 10

NSN 7642014010468
NIMA REFERENCE NO. 13XHA13298

UNDINGS IN FEET

Kennebec R., Bath to Courthouse Pt.
SOUNDINGS IN FEET - SCALE 1:15,000

13298

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Portland – 207-767-0302

Coast Guard Boothbay Harbor – 207-633-2643

Maine Marine Patrol – 207-657-3030

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.